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268

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 20. CLEVELAND, O., MAY 14, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Mr. H. L. Shaw, of East Saginaw, Mich., wants a small marine or upright boiler.

The schooner Senator Blood, Captain Glass, takes coal, Oswego to Sandusky, from the Ontario and Western trestles.

The scow Onward completed her repairs at Smith's drydock. The tug Stone will get her rudder and shoe repaired.

The J. H. Devereux has taken on a complement of Kahnweiler cork jackets, and Inspector Stanard put his official stamp on them.

The iron side wheel steamer, under construction at the Globe ship yard, will be all closed in by Saturday, and they will begin to put the guards on.

Captain Calhoun, of Clayton, who purchased one-third of the schooner Montana last season for $2,500, and who will sail her, has arrived to fit out.

The propeller William Chisholm, Engineer Seaman, has put in a set of Katzenstein metallic packing. Orders for this packing, left at this office, will receive prompt attention.

Towers' fish brand oiled clothing, an advertisement of which appears in another column, is just the thing for sailors and fishermen, and the stock kept by Mr. E. W. Hull is large enough to meet all demands.

We ask the attention of the readers to the advertisement of Mr. W. H. Peck on the 7th page. He intends to make a specialty of oiled clothing, diving apparatus and rubber packing, and has the agency for some of the best firms in the country manufacturing these goods.

The schooner Helena, in addition to other damages suffered in the collision with the viaduct draw last week, had her mainmast split so that it necessitated a new one, which has been made at the Globe dry dock. Her damages in that affair will aggregate $500 in addition to time lost in repairs. The spar spar was put in at Captain R Greenhalgh's yard.

At Globe drydock, since our last report, the schooner Francis Palms had some calking done and some frames refastened which were put in last winter; schooner Sandusky had her bottom overhauled, some new plank, and refastened, and Mr. Robert Rhodes' yacht Cora had her bottom scraped and painted.

Major Overman, U. S. topographical engineer, has let $3,000 worth of dredging at Fairport, Ohio, to Wm. E. Rooney, of Toledo, at 28⅞c. per yard. The dredge Birckhead will start on Monday or Tuesday to begin the work. After she is through there she will commence work on the Cleveland contract.

The latest sales of vessel interests at this port are as follows: Schooner Kate Winslow, 1-16 interest by H. A. Wright and 1 16 interest by M. A. Wright, both to Mr. Geo. S. Wright, $750 each; schooner James Couch, ⅓ interest by James Corrigan to John Corrigan for $8,166; propeller Business, 1-16 interest by M. A. Wright to George S. Wright, $2,500; propeller Onoko, 1-20 interest by John F. Pankhurst to Cyrus Bosworth, $10,666; the schooner Venture, whole, by H. Rogers to O. F. Capron, and William Burtis for $900.

The new propeller New Orleans made her first appearance at this port on Sunday and will take a cargo of coal for Milwaukee. Her dimensions have previously been given in these columns. She makes a fine appearance and will be elegantly furnished. She is owned by Messrs. J. J. Hills, W. B. Morley, J. W. Morley, H. T. Morley, and Captain Joseph P. Cotterell. Captain Cotterell, last year on the Hodge, will sail her, with Andrew Gains mate, Marshall Lyons second mate, Malcolm Jamison engineer, and Fred Clover second engineer. She is propelled by a compound engine, 27 and 44 by 34 inch stroke. Her boiler is 51 feet inches by 9 feet 4 inches.

EAST SAGINAW.

Special to the Marine Record

Captain John Sharpstein, of Sebewaing, was in the city yesterday, and reports having sold his schooner C. H. Lawrence to Au-Sable parties for $1,700.

The Carrolton cut is now all clear, and within a week there will be 11 feet of water over this notorious place.

Captain Robert Medler, of the river line steamer Wellington R. Burt, has a way of handling his craft in all kinds of weather that would put to shame some of our would-be first class skippers.

The owners of the tug Tom Dowling, who use the "monkeying bird" whistle, made so much money last season that they now go up and down the river, tooting those unearthly yells at every block. They go to Lake Superior this week and we are happy.

Mr. Adolph Pinet, owner of the barge W. L. Peck, of the tug Quayle's tow, that struck the pier and sunk at Sand Beach, last week, received a telegram recently from a Detroit wrecking firm, giving him the encouraging information that his barge would be delivered in Bay City for $2,000.

The Saginaw River fire tugs went into commission on Saturday, and for the next six months, night and day, will be ready at a moment's notice to respond to any call of need. The boats are located as follows:

C. H. Farrar, Captain Wm. Armstrong, master; East Saginaw fire boat office, just above free bridge, East Saginaw; accessible by telephone.

David Sutton, Captain George J. Little, master; Hamilton, McClure & Co.'s mill, accessible by telephone.

Handy Boy, Captain John Dawson master; S. G. Rice & Son's, six miles below Sutton; accessible by telephone. No. 2083.

Charles Lee, Captain James Wilson, master; Saginaw River fire boat office, foot of Fifth street, Bay City, three miles below Handy Boy; accessible by telephone.

The barge Sunbury has received new frames forward and aft, two-thirds new ceiling inside, one-half new decking, solid bulwarks, and refastened from light-water mark up. Very near one ton of iron and spikes have been used in her repairs. She will receive her finishing touches this week, weather permiting, and will be ready to load on Thursday. Captain Lapham says that the Sunbury, since her complete repairs, will be able to go outside and stay with the best of them.

McLean & Bridger, the live vessel brokers, have made thirty-one charters within the last ten days.

The barge Joseph, that parted her lines and went into boulders at East Tawas, May 8, was formerly one of the P line barges of this city.

The propeller A. A. Turner and tow left the river yesterday for Ohio.

Dockwollopers' wages are now established at 30 cents per hour, or 18 cents per thousand for jobbers.

Captain Frank Holland, the jolly, fat skipper of the barge Old Concord, arrived in the river on Thursday, loaded with lumber for the Sturtevant Lumber Company of Cleveland, and went out yesterday with the propeller Cleveland.

Freight rates remain the same to Ohio and Buffalo ports, and the fleet that wintered here are all gone with one or two exceptions. A number of inquiries were made for Ohio lumber yesterday (Tuesday), but the first fleet got the cream, and it is now difficult to get a load for Ohio. A number of tows came in yesterday, but only a few have been chartered. This rushing in here the first thing is what knocks freight out, and the sooner it is stopped the better for all.

A blockade occurred at Carrolton cut on Friday afternoon, caused by the barge Edwards in tow of the tug Ray striking on the starboard side of the river. The barge Concord, in tow of the tug Maytham, attempted to run through the cut at the time, but the barge took a sheer and knocked a piece off the Edward's stern. She passed through, however.

SHAW.

DETROIT.

Special to the Marine Record.

At a meeting of tug owners, held in this city a few days since, it was decided to continue the rates of last season. The transfer of vessels through the lakes and rivers has become decidedly changed within a few years past, and as a consequence they are performing a far greater service than in former seasons, with no increase of rates. In times past the instances were rare that a tug, in quest of a tow, proceeded farther westward than Point au Barque and eastward as far as Point au Pelice. The old combination became broken up, and competition brought matters down to a sharp point. Following this, they began to stretch out, extending the distance to midway of Lake Erie, and finally to Buffalo, and in the other direction as far west as the Straits, and this without an increase of remuneration. Then came the low rates of freights which have continued up to the present time. Vessels complained that they could not pay the usual tug prices, as they were freighting at ruinously low rates, yet for all this the tug expenses continued the same, and vessels towed a much greater distance. This was the view taken at the recent meeting, and vessel owners must arrange matters accordingly. The meeting was well attended and last year's officers chosen, as follows: President, E. G. Merrick, Esq.; vice president, Captain S. B. Grummond; secretary, S. A. Murphy; executive committee, S. B. Grummond, Alva Bradley, Thomas Murphy, John Pridgeon, Jr., Henry Howard, J. Emory Owen, John Demass, A. N. Moffat, A. Chesebrough, E. G. Merrick, S. A. Murphy, and James Millen.

Murphy Brothers have contracted to tow fifteen rafts this season, which will occupy a considerable portion of the season.

The tug Martin Swain had her new compound engine tested the other day, which worked well and entirely satisfactory.

The propeller Manistique passed down on Saturday with the first raft of the season. Rough weather was experienced on Lake Huron, but it came through all right.

There were slight snow flurries in Detroit on Saturday, and this, too, on the 9th day of May, in the year of our Lord, 1885, which was without a record in the memory of the oldest inhabitant.

Steamers and vessels, passing here, report meeting with ice below Point au Barque, but none westward until reaching the locality of the Straits.

The tug Bob Hackett ran well out on Fighting Island the other day, and was soon after got afloat by the tug Kitty Haight.

The propeller J. B. Lyon arrived here the other day in a disabled condition. In the first place there was some difficulty with her shoe which was overcome by a submarine diver from Captain Grummond's office. Then it was found that her wheel was disabled, and she had to go into dry dock to await a new one from Buffalo.

The individual who, a short time since, wanted to bet there would be no departures at Duluth until June, from present reports, would have lost his ducats, as the steamer S. F. Hodge left there on the 6th instant. Navigation opening is one of the uncertain things in this world. At least many have found it so.

The steamer Arizona, the first of the Lake Superior Transit line, arrived on Friday, en route to the copper region.

Quite a number of tugs have gone westward from here to meet the coming grain fleet from Lake Michigan. Their assistance may be needed at the Straits, as there are ice barriers floating thereabout.

Much surprise was manifested here on Saturday, on learning that Captain T. W. Weeks, of the barge C. N. Johnson, had suicided on board his vessel soon after reaching Sand Beach. He had a large acquaintance here, and was much thought of. Details of the sad event will doubtless reach you from your correspondent at that place.

The lighthouse steamer Dahlia will leave early this week for Mackinaw to plant the buoys in that locality.

The Detroit Drydock Company are at present dispatching business at an off hand rate, employing their docks with steamers and vessels constantly.

The large schooner S. P. Ely, coal laden for Sault St. Marie, was struck by a squall on Friday night on Lake Erie, carrying away her mizzen mast and main mast head, and suffering other damage. The propeller S. E. Sheldon fell in with her and will tow her through to her destination. It is stated that no repairs will be made until her return to Cleveland.

The Colchester reef light ship has been anchored at that place. Captain Gordon is in charge. The Bar Point light ship will be placed in position some day this week.

The monster steamship Onoko, with 100,000 bushels of corn, passed here Saturday afternoon, moving at a rapid rate.

A range light is much needed at Kingsville, and a petition to that end has been forwarded to the Minister of Marine at Ottawa.

The Canadian propeller Myles has been chartered here to take a cargo of corn from Detroit to Montreal at 6c.

A fleet of vessels was delayed at Port Huron and Sand Beach the latter part of the week by the northwest gale.

The schooner Acontias has been sold to Mr. H. O. Toole for $3,800. She was built at Oswego, and has been twenty-nine years afloat, and registers 264 tons.

The government steamer Warrington is taking on material for the lighthouse at Sand Beach.

Captain Eugene Rathbun was here on Saturday, waiting the arrival of the propeller S. E. Sheldon, to take the position of mate.

The tug Winslow takes the schooner A. Boody directly through to Ogdensburgh. This will be the first time the Winslow has visited those waters.

W. H. O'Neil, appointed harbor master at this port, commenced his duties on Friday last.

The tug Frank Moffat, which went to the rescue of the barge W. L. Peck, sunk at Sand Beach, has accomplished her mission and taken her to Bay City for repairs.

The propeller John Pridgeon, Jr., while on the upward passage from Buffalo, stove a hole in her bows by ice, and called here for repairs.

The steambarges Business and Hecla, upward bound, struck yesterday at the Limekiln crossing quite heavily, but it is presumed sustained no serious damage. The latter was drawing fifteen feet two inches, and the former one inch less. Even a draft of fifteen feet would be risky crossing, and more especially if one side the channel.

The propeller Toledo, of Ward's Green Bay line, left yesterday on her first trip for the Bay.

The steamer Walter L. Frost, it is stated, has become associated with Ward's Lake Superior line. At present she is en route to Ogdensburgh from Chicago, with corn, passing here yesterday.

The steamers India and Badger State, of the Lake Superior Transit line, left last evening for Lake Superior, well freighted. They are in first class condition for the season's business.

The propeller Starucca, of the Union Steamboat line, plies this season in connection with the Lake Superior Transit Company's steamers.

HALL.

OSWEGO.

Captain Robert Maw, of the schooner Jessie Drummond, has bought an interest in the schooner Mary Battle, and has a contract to take lumber from Toronto to this port.

Vesselmen

SHOULD HAVE

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MARITIME LAW.

CHARTER — UNSEAWORTHINESS — INSURANCE COMPANIES—JUDGMENT OF EXPERTS.

District Court, S. D, New York. March 14, 1885.

In Admiralty.

This libel *in personam* was filed to recover damages for the respondents' breach of a charter party, in refusing to load the ship Podesta Bazzoni, on the alleged ground of unseaworthiness. The vessel belonged to Trieste. She came to this country in ballast, and arrived at Delaware breakwater in June, where she was left by her owner, who came to New York, and through brokers chartered her to the respondents for a voyage from New York to Trieste to carry 8,000 cases of petroleum. At the time of the charter it was stated to the charterers that she was classed as "A 1½" in the American Lloyds; but this being regarded as a low rank for insurance purposes, the charterers preferred that statement of classification to be omitted from the charter party; and instead the word "seaworthy" was inserted in writing among the warranties of the owner, no class of rating being stated. The charterers had no previous opportunity of inspecting the ship. On applying for insurance of the intended cargo, difficulty was found on account of the unsatisfactory rating of the ship. On her arrival an inspection was made by the surveyor of one of the principal marine insurance companies, who reported about one-third of her deck beams in her upper and lower decks, between the fore and mizzen masts, materially decayed; defects in a number of the knees; and the water-ways too much open to admit of calking; and the defects concealed. She was, accordingly, reported by him as unseaworthy, and insurance was refused. Various other applications were made for insurance in this country, and also by telegraph to insurers in London, Rotterdam, Hamburg, and Trieste. None could be obtained, except on one-fourth of the cargo by the Phœnix company here, and one offer abroad to take one-fifth if the other four-fifths could be placed, which the charterers, with all their efforts, were not able to do. These negotiations and efforts occupied the time from June 30th when the vessel had arrived in New York and reported her readiness to receive the cargo, to the twentieth of July, when the charterers gave their final refusal to load the vessel. In the meantime repeated requests had been made to the captain to have certain repairs put upon the vessel in dry-dock. The charterers, for that purpose, had offered to advance a portion of the freight. These offers were refused, as well as any repairs, the captain claiming that the vessel was seaworthy, and that any repairs desirable could be made cheaper at Trieste. During this time the market for freight was a rising one. The respondents subsequently shipped the same cargo by another vessel at an increased freight of $3,200; while the vessel, after this refusal, proceeded to Philadelphia, where she obtained a similar cargo at an increased freight of $1,600, which in the libel is offered to be offset against claims for demurrage during the delay the ship was was put to in this port, and for her expenses in coming and going, until her subsequent charter, amounting, over and above this offset, to $5,262.90. The cargo mentioned in the charter was of the value of about $40,000.

Brown, J. The charter party contains a warranty that the vessel shall be "seaworthy, and in all respects tight, staunch, strong, and every way fitted for such a voyage." This is not a warranty that the charterers could get insurance, but it is a warranty that the vessel was insurable; that is, a proper subject for insurance at the ordinary rates for such a cargo and such a voyage. The Vincennes, 3 Ware, 171 178. The fact that certain insurance companies refused insurance is not indeed, conclusive evidence that the ship was not unseaworthy nor is the fact any more conclusive that the ship was seaworthy, that she made a subsequent voyage without foundering. Seaworthiness is, indeed, a fact to be ascertained and determined like any other question of fact. Questions of seaworthiness arise mostly after a loss has happened. But where a well grounded suspicion of unfitness arises before loading, under a warranty of seaworthiness, a merchant is not required to put his cargo on board and run the risk of her foundering, before determining whether the ship is seaworthy or not, or whether the warranty in the charter party is complied with. The question must be determined beforehand upon the judgment of those most competent to decide. Such a warranty, moreover has reference to the necessities of business, and to the universal if not necessary practice of insuring cargoes. Practically, therefore, the warranty of unseaworthiness is a warranty that the vessel is in such a fit condition for all ordinary hazards of the contemplated voyage as to be approved as seaworthy in the judgment of impartial, competent, and experienced men versed in that business. There is no other possible way in which the charterer can determine such a question, or decide whether he may safely load the vessel, or whether he is bound to load her. Such is the practical test which the charterer has the right to apply, and which the ship must bear, or else the charter may be rightly thrown up.

In this point of view, the almost unanimous refusal of the several insurance companies to insure the cargo upon this vessel, not being limited to rate, becomes very strong presumptive evidence of the unseaworthiness of this vessel in the judgment of those most especially called upon to examine and determine such questions. This was followed up by further proof of a careful examination by a surveyor sent for the purpose to determine whether insurance should be taken or not. There is no reason to infer any bias in this case against the ship. The business of insurers is to insure all vessels fit for insurance. There are the same competitions in this business as in others. The examination disclosed a greater amount of decay in the essential parts of the ship than Lord Eldon, in the case of Douglas v. Scougall, 4 Dow, 269, considered undoubted proof of unseaworthiness. On this examination the ship's carpenter accompanied the surveyor, and made the borings testified to; and neither he nor any other witness has been called to qualify the surveyor's testimony as to the defects pointed out.

Much additional testimony was given upon this subject on the question of seaworthiness, all of which I have considered; but in my judgment it does not materially affect what has been said above. The test is not whether the ship may possibly make one or several voyages without foundering, but whether she is so staunch in her character as to approve herself as fit for the navigation contemplated, in the judgment of competent men, according to the customs and usages of the port of country; and this clearly, this vessel was not in a condition to do. The Vesta, 6 Fed. Rep. 532; the Titania, 19 Fed. Rep. 101, 105—107; Tidmarsh v. Washington Ins. Co. 4 Mason, 439, 441; the Orient, 16 Fed. Rep. 916; French v. Newgass, 3 C. P. Div. 163.

In this case there is no possible suspicion that the respondents were actuated by any other motives than to avoid great risk of loss through their inability to obtain insurance of the cargo, notwithstanding great exertions to do so. It was greatly to their interest to load the vessel, if she were a fair risk, since freights were rising; and they finally effected a new charter in place of this one at a greatly increased cost. The refusal of insurance had reference solely to the unsatisfactory condition of the ship. To hold a charterer, under such circumstances as appear in this case, bound to load the ship and become his own insurer, would in my judgment defeat, in a great measure, the very purpose of the convenant of seaworthiness, and impose upon the charterer an alternative and a risk never intended by this contract. The case of the *Vesta supra*, is applicable here, and commends itself to my judgment. I do not impugn the good faith of the master in his belief that this vessel could actually cross the Atlantic in safety, as she actually did. Nevertheless, I am quite satisfied that she was not in such a sound and staunch condition as to meet the approval of competent impartial judges as to seaworthiness, and that the respondents were therefore justified in refusing to load her.

The libel must therefore be dismissed, with costs.

COLLISION—SCHOONER METROPOLIS VS. PROPELLER MONAHANSETT.

Judge Blodgett's decision in the collision case of the schooner Metropolis vs the propeller Monahansett, involving damages in the sum of about $5,000 to both vessels has rendered a decision dividing the damages The vessels collided in the fall of 1883 during a dense fog somewhere in the vicinity of Death's Door. The owners of the Monohansett claimed that the crew of the Metropolis did not use due diligence by showing a torch, while the attorney for the plaintiff, claimed that the Monohansett was running too fast, her speed at the time of the collision being four miles per hour. Judge Blodgett sustained the last claim. Mr. W. H. Condon, attorney for the defendant, will in taking an appeal, raise an important question which may have a bearing on a number of similar suits. He will claim that the common tin fog horn, the same old horn which has been used on board of vessels from time immemorial, is not a sufficient signal in these days of improved horns, which emit a sound as loud as the blast of a steam siren. In the Portch-Leland case, and others of a similar nature, the courts practically held that a propeller in motion is an insurer of all vessels she happens to touch. In this case it will be alleged that the schooner was going faster than the propeller before and at the time of the collision, and while the court held that she should stand half of all the damage the defense would claim an appeal on the grounds that she had only a common tin horn, which was not sufficient to give notice of her whereabout, and that it is only in a case where a schooner has the best and loudest horn which can be purchased that a propeller which is moving only three or four miles an hour shall be held liable because vessels happen to come together. The courts have held on sea and lake that if a steam vessel has any way or motion whatever, and comes in contact with a sail vessel the former must pay. Owners of steam property have long felt that this is putting the whole burden on steam vessels, and it is proposed to make this a test case.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XVI.

As has been said, the first introduction of steam on the lakes was the Ontario on Lake Ontario in 1816-'17. She was built at Sackett's Harbor, and the Frontenac at Fort Frontenac. The steamer Walk in-the-Water, the first commissioned above the Falls, commenced plying between Black Rock and Detroit in 1818, arriving at Detroit August 27 of that year. Her loss on November 1, 1821, with the passengers on board, was given in a previous article. She made voyages to Mackinaw and Green Bay in 1819, and the two following years of her existence. Job Fish first commanded her, and subsequently Jedediah Rogers, up to the time of her demise. She had a speed of five miles per hour, and during the time of her service no accident is recorded as happening to her, or at least, worthy of note. The fact may also be noted that she was the first steamer to visit Lakes Huron and Michigan, and the first wrecked on the lakes. On July 31, 1821, she left Detroit for Mackinaw and Green Bay, having on board upwards of two hundred passengers, and a full cargo of merchandise for those ports, besides the following army officers: Colonels Pinkney, McNeil, and House; Majors Baker, Larabee and Watson; Captains Garland, Green, Legate, Mason and Cass; Lieutenants Baker, Morris, Chambers, Allen, Trefts and Pomeroy. The round trip was about twelve hundred miles, which was made in thirteen days. While at Green Bay a corporal of the U. S. Infantry was drowned, in attempting to swim the Fox river. During her career she never entered Buffalo harbor.

The second steamer on the lakes was the Superior, built at Buffalo during the winter of 1822, under the supervision of Captain Rogers, was launched on the 13th of April following, and was owned by the proprietors of the wrecked steamer Walk-in-the-Water. She was 346 tons burden, 110 feet keel, 29 feet beam, and had an engine of 59 horse power. She was brig rigged. She arrived at Detroit on her first voyage April 24th, with ninety-four passengers, sixty-eight of whom were citizens of or emigrants to Michigan. En route she called at Erie, Grand River, Cleveland and Sandusky. She made her first voyage to the Sault Marie July 25th from Detroit, calling en route at Mackinac. She had on board upward of two hundred and fifty fine troops of the 2nd Reg't Infantry and the following officers with the detachment: Colonel Brady, Captains Thompson, Clark, Hoffman and Beal, Lieutenants Clity, Ransen, Griswold, Bucker, Russell, Waite and Rogers, and Doctor Wheaton. Calhoun was the engineer. She was the first steamer to visit the Sault. Captain Rogers sailed her during the years 1822, '23 and '24, when he retired.

During the month of May, 1822, and on the 10th of that month, the following vessels entered and cleared at Detroit during twenty-four hours: Entered, sloop Ohio, Captain Mcgwainey, from Ashtabula; schooner Happy Return, Captain Costaloe, from Sandusky; schooner General Jackson, Captain Keith, from Mackinac; schooner Lake Serpent, Captain John Burtis, from Cleveland; schooner Sylph, Captain Haskin, from Sandusky; schooner Michigan, Captain Walter Norton, from Buffalo; schooner Beaver, Captain John F. Wight, from Erie; schooner Pontiac, Captain Reed, from Erie; schooner Salem Packet, Captain Sam Ward, from Conneaut; schooner William, Captain Simeon Fox, from Dunkirk; schooner Zephyr, Captain Hickox, from Cuyahoga; schooner Red Jacket, Captain Augustus Walker, from Buffalo; schooner Friendship, Captain Kelly, from Cleveland; schooner Wasp, Captain Haskin, from Miami; schooner Phoebe, Captain Whaley, from Grand River; schooner Widow's Son, Captain Baird, from Cuyahoga. Cleared from May 1st up to the 10th: Brig Union, Captain Johnson, for Mackinaw; schooner Traveler, Captain Ben Naper, for Cuyahoga; schooner Leopard, Captain Baldwin, for Miami; sloop Ohio, Captain McSwainey; schooner Happy Return, Captain Costaloe, for Sandusky; schooner Harriet, Captain Russ, to Buffalo; schooner Pontiac, to Mackinac and Green Bay; schooner Red Jacket, to Buffalo; schooner Fire Fly, Captain Hervey, to Miami; schooner Avon, Captain Morris Tyler, to Portland; schooner Harriet, Captain A. Allen, to Mackinac; schooner John Q. Adams, Captain Johnson, to Sault St. Marie; schooner St. Clair, to Mackinac; schooner William, Captain Chas. C. Burnett; schooner Eclipse, Captain Allyn, to Buffalo; Sir Henry, Captain Wells, to Portland.

There was no further steamboat building either above or below the Falls until 1824. The steamboat Superior was dismantled and in 1842 we find her a full rigged ship, in command of Captain Jeptha Nickerson. During the month of October, 1843, while in charge of Captain John Munson, she was wrecked, and became a total loss. She was the third and last full rigged ship ever upon the lakes. This rig of vessels was found unsuitable for lake service, when barks and barkantines were resorted to; likewise, full rigged brigs, which have also been abandoned.

The steamboat Chippewa of 100 tons and low pressure, was the only addition in 1824. Her model, even in those early times, was rather unique, and bore a strong resemblance to a musk-melon. She was built for service between Buffalo and Chippewa, Canada, near Niagara Falls, and was first sailed by Captain Bartholomew Armstrong. In due course of time she was found unfitted for the route, of too low speed, and was taken to the head of Lake Erie to ply between Sandusky and Vistula (Toledo). Her owners were Ebenezer Johnson, Thaddeus Joy, and W. T. Miller, who in 1826, advertised her for sale. On returning to Buffalo she was dismantled, and finally went to decay. Her engine was placed in a new boat called the Wm. Peacock. The engine of the Walk-in-the-Water was transferred to the Superior, and the latter's machinery into the Waterloo.

There was nothing beyond the usual monotony of lake events, occurring during the season of 1824, with a very small increase of tonnage. The changes of masters of sail vessels were of rare occurrence, and many grave discrepancies, which would not be tolerated now, were seemingly overlooked.

During the year 1824 the steamer, Caroline was added to the tonnage of Lake Ontario, and in the various records of her history there is a wide difference as to her origin. Her birthright is claimed, both at Kingston and Ogdensburgh. The most correct version, however, and beyond which there can be no cavil, is that she was gotten up at Charleston, S. C., strongly built of Norway pine, and copper fastened. After passing through the St. Lawrence, she ran a couple of seasons on the Hudson, when her yards were removed, so as to admit her through the Erie canal, and she plied for a time to and from Ogdensburgh. She came to Buffalo in 1835, and commenced running between that port and Port Robinson, on the Welland canal via Chippewa, commanded by Captain James Ballantine. She was 46 tons burden, low pressure, with cross-head engine. At the commencement of the Canadian rebellion in December, 1837, she was chartered to transport supplies from Buffalo and Navy Island, some three miles above Niagara Falls, which was the headquarters of the Canadian refugees. During the night of the 29th of that month, an armed force came over from Chippewa, surprised the watch on board the Caroline at Schlosser Landing, cut her adrift, set fire to her, and sent her over Niagara Falls. In the melee Amos Durfee, while attempting to make his escape, was shot dead on reaching the dock. The Caroline was in command of Captain Gilman Appleby, and was owned by William Wells, of Buffalo. Thus ended her career.

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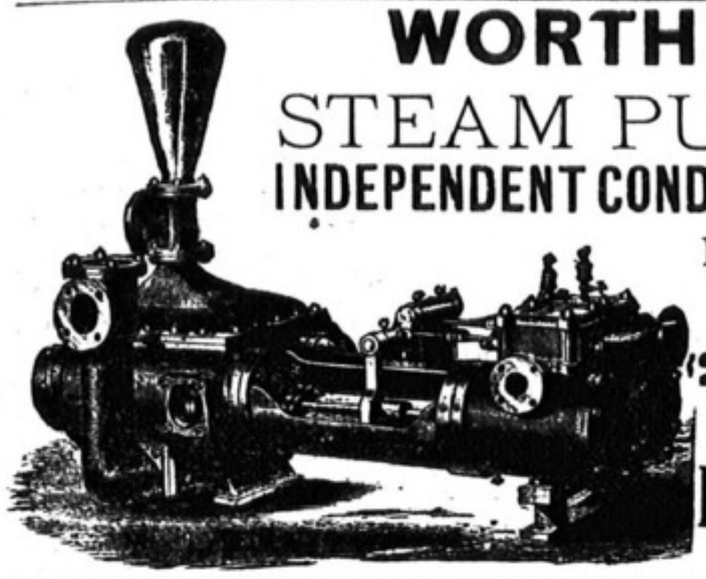
STEAM PUMPS AND

INDEPENDENT CONDENSING APPARATUS.



MAIN OFFICE, NEW YORK CITY

BRANCH OFFICE,

225 River Street,

Cleveland, O.

E. H. JONES, Manager.

SEND FOR CATALOGUE.

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3. C. SLATE

1-2 MILLION SALE

Of spring and summer clothing opens this morning. It is bound to be the greatest clothing sale ever seen.

Owing to the backwardness of the season, and other circumstances which need not be mentioned, we must turn our entire stock into cash. We need the money, and need it so much we are willing to clear out our entire stock of clothing, shoes hats and furnishing goods—everything under our roof—at prices that must surprise the community.

MEN: If you want a Suit of Clothes, now is your time; you have 20,000 suits to select from. If you want SHOES or anything in our line buy now.

WOMEN: If you want SHOES for yourselves, or CLOTHING for your children, buy now. You have 9000 Boy's and Children's suits in all conceivable styles to select from.

☞ THE GREAT SACRIFICE SALE IS NOW STARTED AND IT WILL GO ON UNTIL EVERY SOLITARY CENT'S WORTH OF GOODS IN OUR POSSESSION IS SOLD ☜ We again repeat that OUR PRICES WILL SURPRISE YOU.

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FOR SALE,

New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft alley, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter, two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new.

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Capacity 260,000 to 280,000 on 9 feet of water. Three years ago $3,600 was laid out on her, and some repairs, amounting to over $1,000 since. She can be bought very reasonable. Address

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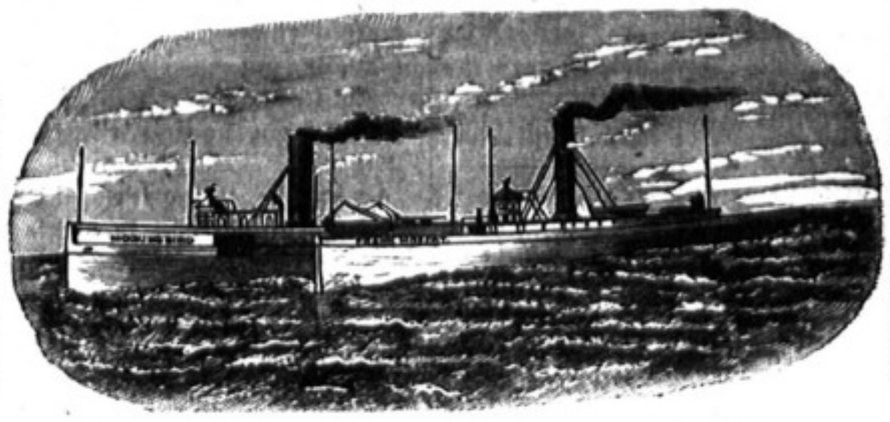

TUGS. ADMIRAL PORTER, KITTIE HAIGHT, RIVER QUEEN.

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Steam Pumps, Hawsers and Divers to Let.

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[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

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VESSEL AGENT AND BROKER,

Duluth

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Office, 130 South Water-St., Cleveland, O.

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J. A. OSBORNE,

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ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV. AR.	GOING WEST.	
	A. M.		P. M.	
.....	7 50	..... Chicago	7 50	.....
.....	9 50	..... Valparaiso	5 42	.....
	P. M.			
.....	1 50	..... Fort Wayne	2 16	.....
.....	2 05	..... New Haven	1 35	.....
			A. M.	
.....	3 48	..... Leipsic	11 36	.....
.....	4 46	..... Arcadia	10 35	.....
A. M.				P. M.
6 50	5 00	..... Fostoria	10 20	8 50
7 35	5 45	..... Green Springs	9 44	8 05
8 15	6 20	..... Bellevue	9 20	7 40
10 45	9 02	AR. ..... Cleveland ..... LV.	6 45	4 51
11 55	.....	..... Painesville	.....	3 34
P. M.				
12 44	.....	..... Ashtabula	.....	2 43
1 14	.....	..... Conneaut	.....	2 13
2 33	.....	..... Erie	.....	12 50
				A. M.
4 09	.....	..... Dunkirk	.....	11 16
				A. M.
5 45	.....	AR. ..... Buffalo ..... LV.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m., 9:10 a. m., 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind. & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L. & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

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The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Relmer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 14.

CAUSE FOR DEMURRAGE.

The recent proceedings against the steamer Egyptian, R. K. Winslow owner, by a shipper of grain at Duluth is attracting much attention and involves a principle that should be correctly estimated and settled by a competent admiralty judge. The case is of especial interest just at this time and should be fought dilligently by vessel owners. The facts are as follows:

Last September a Buffalo broker (Croswait) and also a broker in Duluth (A. McDougall) at the same time chartered the steambarge Egyptian to two different shippers to carry a cargo of wheat from Duluth to Buffalo, freight 3½ cents per bushels, one of the shippers, O. Ferguson, who had chartered from the Buffalo broker, insisted on having the boat to load and threatened that if any other party attempted to load her he would stop the loading and prosecute the owners, and after considerable controversy with him it was agreed to let him have the boat and Mr. McDougall compromised with the other shipper, Hooker, Crittenden & Co, by furnishing them other tonnage When the Egyptian was ready to load and reported to the shipper and the elevator company it was found out that she could not get a load without long delay. The captain notified the shipper he should paydemurrage for the time he kept the boat waiting so that the shipper was well aware of this before the steamer get her cargo. In the meantime the steamer lay at the elevator for six days waiting while the elevator company cleaned the wheat and loaded other boats which were ahead of the Egyptian in turn; when the boat was loaded the shipper would not pay any demurrage and the captain signed the bills of lading under protest. But when the shipper found they could not use the bills of lading in the bank with any demurrage clause attached they prevailed upon the Captain to surrender that bill and sign a clean bill of lading on promise that he could serve them with such other notice as he chose, which was done in writing and served on the shipper before the captain signed the last bill, which was to the effect that on arrival in Buffalo the owner of the boat would demand from consignee pay for demurrage to the amount of $500, which was a very moderate demand; but after some parlying with the consignee the Egyptian took $200, which was paid under protest, and when the Egyptian came back to Duluth, the shipper sent the sheriff and attached the vessel as she was about to leave port, causing her to lay over the following day and till she had furnished sufficient bonds for the settlement of the $200 collected in Buffalo. A suit was also entered against R. K. Winslow for this $200 which came up in Duluth in district court. When most or all these facts were shown to the judge and jury. The judge admitted he did not know much about admiralty law but he was very particular, in addressing the jury to tell them that the steamer Egyptian had no right to demand demurrage for laying so long at the elevator; that it was not the fault of the shipper that the vessel was detained, and all she should expect was to have her turn at the elevator without any demurrage having to be paid. The judge also impressed upon the mind of the jury that it was very wrong to detain this valuable cargo of wheat in Buffalo a few hours, forgetting that the vessel, detained on account of the cargo, was of double the value of the latter, and at great expense for the six days she lay in Duluth waiting for it.

The jury, concentrating its mind upon the pointers thus thrown out by the learned judge, did not waste much time in finding a verdict in favor of the shipper, for $200, and interest from the time it was paid to the vessel.

Accordnig to the idea of this judge and jury the shipper can have his grain in two or more elevators, all of them must clean grain, and if the boat has to wait her turn at each elevator six days, as was the case in this instance, it is hard to tell where the limit of this thing would be. It would be as well to ask a lot of boats to come for a load of wheat and find it was not yet thrashed; or to wait for it to grow. The process of cleaning, which detained the Egyptian, is simply part of the production process; and any judge or jury who thinks that when a boat is chartered by a man who insists on loading her, and threatens to prosecute if he can not load, her and through his agent, the elevator company, detains her while they are cleaning the wheat and loading other boats, without any demurrage being allowed, they certainly have considerable common law or sense to learn, as well as admiralty law.

It has been decided a demurrage clause in a bill of lading is not essential. Every improper detention of a vessel may be considered a demurrage and compensation in that name may be obtained for it. Resonable promptitude in providing a cargo at the point of shipment and receiving it at its destination is a duty implied in such contracts and all just men acknowledge its force, and for violation of it damages in the nature of demurrage are recoverable. This is too well settled to need authority. All persons engaged in dealing with ships are bound to give them dispatch. In the present extended jurisdiction of the admiralty, and liberal recognition of the rights of parties interested in lake navigation and commerce, no sound reason is apparent why the shipowner's privilege or lien should not be extended to demurrage. If the ship is bound to safely deliver the cargo to the consignee, without exemption from liability, except such as may be named in the bill of lading, the cargo ought to be answerable for the neglect of he consignor to deliver it or the consignee to receive it. As the cargo may be liteled libeled for freight why not for the extended freight which the vessel is caused to lose by improper detention, where in this case, the consignee is the owner of the cargo. In the case of Hawgood vs a cargo of coal, Judge Dyer of the District court for the Eastern District of Wisconsin, decided that a ship owner has a lien upon a cargo for demurrage, enforcable in the admiralty, although the bill of lading contains no demurrage clause, when a cargo has not been received within reasonable time. As has been said above, this is a case that the vessel interest should not let go by without appeal, for if so it will be a precedent that may affect a good many owners in the future.

A CHICAGO FIRE TUG.

Marine men are highly pleased with the performances of the tug Mosher at the lumber yard fire, because it has established the fact that a fire-tug is a necessity for such an emergency. As soon as the Mosher arrived at the fire Chief Swenie boarded her with a force of pipemen who proceeded to "rig" up the boat's apparatus for service. She was stationed behind a number of towering piles which burned so fiercely that they threatened the lumber on the opposite side of the river, but the vast quantities of water which she threw on the fire prevented this catastrophe. Chief Swenie is very loud in his praises of the boat and her crew. Mr. J. S. Dunham, owner of the boat, originally placed the steam pump aboard of her for just such an emergency as that of Friday, and her usefulness was fully proved. A year ago the Mosher also did splendid work when the Hiram Sibley building was burned down. She was kept at work on the blazing piles of lumber all Friday night and until nearly noon Saturday. The paint on her cabin and hull was nearly all scorched off by the heat to which she was subjected.—*Inter Ocean.*

We have in and out of season advocated, for the same emergencies in Cleveland, the purchase and placing of a fire tug in the Cleveland fire department, and its merit has been acknowledged by the board of fire commissioners and chief of the fire department, still it has borne no fruit, and the vast piles of lumber lining the river banks are as much at the mercy of the consuming element as ever We trust the effective service performed by the tug Mosher at the great lumber fire in Chicago last week will have the proper effect on our people, and that they will take the necessary measures to give our shipping and lumber dealers the fire protection they so richly deserve.

We are glad to see that the government is disposed to improve the Lake St. Clair flats, pounded at in these columns for the last two years. The Secretary of the navy has directed General O. M. Poe, of the lake survey department, located at Detroit, to submit estimates for deepening the canal and proposals will be at once advertised for.

The Chicago Board of Marine underwriteers at their meeting last Friday adopted the following summer cargo rates:

	Per $100.
To ports on Lake Michigan	.25
To ports on Lake Superior	.50
To ports on Georgian Bay	.40
To ports on Lake Erie	.40
To ports on Lake Ontario	60
To Ogdensburg	.65
To Montreal	.80

Add 20 per cent for B1 vessels.

These are nearly similar to the rates which have been in force all the spring. The reduction was made because a well authenticated rumor got afloat that cargoes were being insured by a certain company at 40 cents per $100.

The annual report of the New York Chamber of Commerce shows that there was a decrease in the imports of the entire country of $57,812,000 from the figures of '83, and a corresponding decrease in the exports of $45,809,000. The imports of coin and bullion increased $7,253,000, and the exports increased $38,668,000. The report says: "The outlook for the future is encouraging. We look for a year of gradual revival and a full restoration of the true value of every real security and commodity."

We are in receipt of a copy of Osbon's "Steam Vessel Owners' Directory of the United States," compiled by B. S. Osbon, editor of the Nautical Gazette, New York, which contains the name and address of all steam vessel owners in the country, and which all people interested in marine matters will find invaluable. The book also contains clear, comprehensive views of the various styles of the Providence windlass, and other machinery manufactured by the American Ship Windlass Company, together with the names of vessels using their machines.

There is a rumor afloat to the effect that General James A. Dumont, who has held the office of supervising inspector of steam vessels for a number of years, will shortly be removed and a new official appointed in his place. It is also said that when he goes there will be a general removal of other officials—men he has appointed—in the same department.

ADVERTISEMENT.

TO ENGINE AND BOILER MAKERS.

OFFICE OF THE LIGHT-HOUSE ENGINEER, ELEVENTH DISTRICT, No. 311 WOODWARD AVE., DETROIT, MICH., May 9, 1855.

Sealed proposals will be received at this office until 2 o'clock p. m of Friday, the 22d day of May, 1885, for furnishing the boilers, machinery, etc., for four steam fog-signals for Poverty Island, Mich., and Duluth, Minn., light stations.

Plans, specifications, forms of proposal, and other information may be obtained on application to this office.

The right is reserved to reject any or all bids, and to waive any defects.

CHAS. E. L. B. DAVIS,
Captain of Engineers, U. S. A.,
Lighthouse Engineer, 11th District.

[*Continued from 1st Page.*]

MARQUETTE.

The tug J. A. Smith arrived Wednesday with the propeller Morley, released from the rocks at Grand Marais on the 5th inst. The Morley is in bad shape. Both arches are broken, her shoe and rudder are gone and she is badly hogged. It requires two pumps to keep her afloat. The schooner Harvey Bissell will be released Thursday.

KINGSTON.

The steambarge Niagara, ashore at Long Point, is said to be enclosed by ice. It will take some time to release her.

The schooner Herbert Dudley has received another cargo of 16,000 bushels of barley at Richmond's for Oswego.

The steambarge Niagara, laden with $25,000 bushels of grain, consigned to the M. T. Company from Toronto ran aground near Long Point last Thursday afternoon. The tug McArthor, with the schooner Elgin, left for the scene of the accident. Part of the cargo of the steamer was transferred into the schooner.

The steambarge D. D. Calvin and tow, consisting of the barges Denmark, Southampton, Bavaria and Prussia, arrived at the canal on the way out to Garden Island, says the Hamilton Times, and experienced some difficulty in getting through, not on account of the railway bridge, which is now in fine working order, but in consequence of the shallow water. The Calvin draws 12 feet 9 inches of water, and when going through the canal she went fast aground on the bar in the centre of the channel. Soundings were taken, and it was discovered that there are 12 feet 9 inches of water at this particular place, and that the depth of water at the south pier (where the crib was removed last year) is from 13 to 14 feet. Those in charge of the Calvin had quite a job in getting her off. Finally she backed up and got off. The course was then changed, and by hugging the south pier the passage was made without further hindrance. The delay amounted to about two hours.

BUFFALO.

Special to the Marine Record.

A. Weston & Son, of Tonawanda, contemplated adding three new docks each 300 feet long to their dock room. The new docks will be separated by forty feet slips.

The schooner Lafrinier had a leak stopped at Mill's yard.

Lake receipts at this port last week were 3,400,000 feet of lumber and 308,930 bushels of wheat. Coal shipments aggregated 38,000 tons.

The S. J. Macy was short 3000 bushels of corn when she discharged at Sarnia. None of her cargo was wet.

Mr. S. H. Keeler, has sold a half interest in the schooner C. B. Benson for $3,000.

Captain J. W. Cramer has sold his half interest in the schooner S V. R. Watson to J. H. DeGraff of Tonawanda for $5,000. The latter now owns the whole of her.

The southwest winds have crowded what was left of the ice on this lake at the entrance to this port. There was a heavy jam above the north end of the breakwater, extending over to the Canadian shore Much of this ice was so firmly grounded and wedged together that nothing could move through it but it has since become so broken up that no further trouble will be experienced.

The Lehigh Valley line steamer H. E. Packer, Captain R. Prindiville, came in at noon on the 10th being the first arrival through the straits this season. She loaded wheat at Milwaukee, left there last Tuesday evening, and passed through the straits on Wednesday night and Thursday morning. Captain Prindiville says he met some ice above Waugoshance, but it was so broken that it did not much hinder the Mercur's progress. The straits proper were practically free from ice. The Onoko, with corn, arrived, the first vessel from Chicago. She had some trouble in the ice abreast the main light.

Notice is given that from the opening of navigation this year, the character of the light at Point Peter, Lake Ontario, will be changed from a revolving white light, attaining its greatest brilliancy every 100 seconds, to a revolving white light, the flashes attaining their greatest brilliancy every thirty-five seconds. The illuminating apparatus will be as heretofore, catoptric.

The Lackawanna railway has completed arrangements whereby the steamer Russia and Colorado will ply in connection with the railway between Buffalo and Green Bay. The Colorado will go to the latter port after delivering a cargo of coal at Milwaukee. These boats will be independent of Ward's line, but that will also run in connection with the railroad.

Coal freights remain quiet at 50 cents to Chicago with light supply.

Quite a large fleet of vessels got away on the 11th.

James Davidson, has been awarded the contract for building a schooner for Eddy Bros. & Co., to cost $45,000.

This year the character of the light at Point Pelee, Lake Ontario, will be changed from a revolving white light attaining its greatest brilliancy every one hundred seconds, to a revolving white light, the flashes attaining their brilliancy every thirty-five seconds. The illuminating apparatus will be, as heretofore, catoptric.

While entering the harbor Wednesday evening, the schooner Manitowoc struck and sunk a canal boat loaded with 7,800 bushels of wheat.

SAND BEACH.

The barge C. N. Johnson, with a deck load of building stone from Marblehead for Bay City, sprang aleak while lying alongside the breakwater. The life-saving crew, Captain R. M. Wagstaff, kept her afloat all night by pumping. At 1 o'clock F. W. Weeks, master and owner, went below. At 4 o'clock Keeper Dues of the life saving crew went below and found Week's body hanging by the neck from an iron brace in the hold. The body was cut down but life was extinct. The coroner's inquest discovered that Weeks had been discouraged by misfortunes, and often said that his family would be better off without him. He left a letter directing the disposal of the boat and the cargo, and bidding farewell to his wife. The deceased was 52 years old and leaves a widow and family at Marine City.

About 10 o'clock Friday morning the tug Quayle, towing the schooner Zach Chandler, with coal for this port, and the barge Commodore, A. Walton and W. L. Peck, light, from Cleveland to Saginaw for lumber, came into harbor by the south entrance. The wind was blowing a gale from west-southwest and the Peck struck the southwest corner of the breakwater and stove in her starboard bow. The tug got the tow inside and the Peck filled and went down in twenty feet of water in less than an hour after striking. The crew escaped in the Walton's yawl. The sunken barge was righted and towed into shoal water, where she was pumped out and raised.

BAY CITY.

Special to the Marine Record.

The barge W. L. Peck, that had her bow stove in at Sand Beach, has arrived in the river and will be thoroughly overhauled at Wheeler & Crane's shipyard.

Captain Weeks, of Marine City, who recently hung himself in the hold of his barge at Sand Beach, is well known in the Valley, and was at one time quite well off, having owned the principal stock in the steamer Marine City, at one time also, interests in the propeller Cleveland, and barge Mary Birkhead. He had many friends here who regret this sad ending.

The barge Chicago Board of Trade caught fire on Friday morning in her hold, caused by dock wollopers smoking and letting the fire drop out of their pipes. It was extinguished by the tugs Maytham and Charles Lee.

The propeller Saginaw Valley arrived in the river Saturday from Cleveland, on her first return trip, with a large amount of freight for Morley Brothers, of Saginaw.

The firms of Mitchell & Boutell and Peter C. Smith, Lake Raft Towing business, have been consolidated. The fleet now consists of the following craft: Tugs S. S. Rumage, Anna Molles, Laketon, Sea Gull, Luther, Westover, Emerald, Sarah Smith, Maud S., Cora B., and Peter Smith.

Messrs. Hollywood & Sharp are handling a large number of tows this season, and their tugs are always busy.

The recent gale has done considerable damage along the river front. A number of vessels broke loose, lumber piles were shifted by barges running into them, and several cat heads were smashed.

The steamer J. C. Licken arrived yesterday from Sebewaing with cedar posts for paving purposes.

The steambarge Anna Smith and consorts General Washington, Mears, and schooner King left the river on Saturday for Buffalo.

The schooner P. S. Marsh, Captain John Hotcrath, is in the river, and is loading at Miller Brothers' mill for Buffalo.

The recent gales have been a picnic for the wreckers, and when once they get a grip on a poor barge man he may as well give them the boat. So says a knowing one.

The propeller White, & Friant and tow, and Passaic and consorts Elma, Superior and Hattie are loading for Buffalo.

Mr. C. H. Weeks, vessel owner and broker, who has been under the weather, nearly all winter, is beginning to feel like himself again.

The much talked of launch of Captain Davidson's new schooner Polynesia, was successfully accomplished at 3 o'clock on Wednesday afternoon at the ship yard in West Bay City, and was witnessed by a large concourse of people. Her dimensions are as follows: Keel, 200 feet; beam, 37 feet; depth of hold in the shoalest place, 15 feet. She rates A1, and cost $48,000, It is estimated that she will carry 12,000,000 feet of lumber, or 60,000 bushels of corn. She is iron band and diagonal strapped, and is as good as can be made. The Polynesia's keel was laid the 1st of last November, and is now ready for her cargo of lumber that goes to Chicago. Captain W. G. Moore is her master, and she will be a consort of the steamship Siberia in the ore and grain trade. She will be furnished with a Providence windlass by the American Ship Windlass Company.

Barge men say the way the work on Carrolton bar is being done is the worst kind of a robbery. Dredges work up close to the piers, undermine them, dump the sand on the other side, and as a consequence the piers squash out into the channel and make more work for the dredges. There are now about two hundred feet of piling that are leaning toward the channel at an angle of 45°.

The propeller Cleveland, owned by Hon. C. C. Burnett, of Cleveland, and Captain Slyfield of St. Clair, arrived in the river Wednesday morning, making the remarkable time of eighteen hours from Port Huron to Bay City light. Captain Slyfield reports having run under a check for about two hours, owing to large fields of ice that were encountered off Sand Beach and Port Austin. The Cleveland brought the barges G. W. Wesley and Old Concord from Port Huron, where they have been in winter quarters. They left yesterday for Cleveland with lumber for Sturtevant.

The MARINE RECORD, a large 32-column weekly journal, devoted to the interests of mariners, and containing all the important admiralty decisions, special and telegraphic reports from prominent lake ports, is represented in the Valley by Mr. H. L. Shaw. Published by A. A. Pomeroy, Cleveland, O., at $2 per year.

Captain Geo. Pickell has chartered the barge Star of Hope to carry coal from Buffalo to East Saginaw, and lumber from the Saginaw Valley to Buffalo parties for the coming season. She will tow behind the steambarge Huron City. SHAW.

TOLEDO.

Social to the Marine Record.

The Wabash boats, propellers John C. Gault and Russell Sage, were laying at the Wabash Dock for over a week. They cannot get any grain to carry at any price. They are talking about paying off every one and lay up.

The Samson arrived on the 12th with the schooner E. Corning, Florida and Havana. All three vessels will load coal for Lake Michigan ports.

The Toledo Harbor Tug Line reduced their rates on loaded vessels in and out of Toledo from $1 to 80c per thousand bushels grain carrying capacity.

The Schooner Havana is on Gilmour's drydock having her bottom calked and repainted.

The propeller W. T. Graw and consort Adams will leave here Wednesday, both coal laden for Duluth.

The schooner C. A. King, which wintered here, has done some carpenter work and repairs and is now loading coal for Manitowoc.

The propeller Tempest, of the T & S. T. Co. arrived here Tuesday from Bay City with four barges in tow, viz: Dayton, Kate Brainard, Wyoming, Mary Birkhead and G. W. Wesley; they are all lumber laden.

Captain Geo., McLeod, insurance agent from Buffalo, has been here a couple of days looking after some insurance business.

The schooner Chas. Wall left here Monday night light for Black River to load coal for Ashland, Lake Superior.

The tug Wilcox of Port Clinton is on More Bros. drydock having her bottom calked.

The schooner F. J. King left here Tuesday morning lumber loaded for Kingston.

The schooner C. A. King is at dock loading coal for Manitowoc and barge Star of the North for Bay City.

The schooner E. Corning is at the Columbus dock loading for Milwaukee and the Florida for Racine.

The steamer W. A. Avery and schooner Kent are expected here Wednesday to load coal for Superior City. J.

EAST TAWAS.

During the heavy gale last Thursday night from the southwest the barge Joseph, which was lying alongside the steambarge Missouri at Prescott's dock, parted her lines. Both anchors were immediately dropped, but did not keep her off the shore. She lies in eight feet of water. Although the beach is quite sandy, there are several large boulders near her. Her rudder and some of her quick work are gone and she lies full of water. The crew were transferred to the Missouri. She was built in Bay City by Trombey in 1867 and was owned by Captain Nelson Little of Port Huron; tonnage 292, loaded with 416,000 feet of lumber, consigned to Leigh & Hurbert of Sandusky; no insurance on the hull. A diver is at work on the Joseph. Her deck load was removed and a tug will attempt to pull her off the beach.

PORT HURON.

The new boat, Homer D. Alverson, built by Dunford & Alverson, was successfully launched Saturday afternoon leaving the ways at seven minutes to four o'clock. There were about 100 persons on her decks and fully 2,000 spectators. She made a beautiful appearance on the water, and impresses the water wise as a staunch, splendid vessel.

The S. J. Macy arrived here at 5. p. m. Thursday night. Her captain entered a protest, saying that he went ashore at Black Point, near Presque Isle, during a heavy fog, wind northeast and brisk. He threw overboard about six thousand bushels of corn and worked his boat off. She leaked but little and was docked here for repairs.

The schooner Hattie Wells, rebuilt at Port Huron last winter will this season carry salt between Tawas and Chicago, returning with grain for Port Huron. She will be towed by the propeller Roanoke.

The damage to the S. J. Macy is more serious than first thought to be. They put 6,000 bushels of corn overboard before she came off. She is leaking some. The water comes in forward and could not run to the after pumps, and it is thought that she will have a large amount of wet grain from this. Her planks are cut through aft at the stern, and her bottom is damaged.

AMHERSTBURG.

The new lighthouse at Colchester Reef has white bulwakas and lighthouse and lead-colored hull The change in color is made so that she can be easily distinguished from Bar Point lightship. She is in the same position as last season, and can be shaved close to the northward, but a ¼ of a mile berth should be given to the southward.

SAUGATUCK.

Messrs. Purdy and Arnold have sold a half interest in the steamer Alice Purdy to George Crawford, of Pullman, Ill., for a consideration of $2,250. The boat will be taken to Pullman.

CHICAGO.

Special to the Marine Record.

Captain M. J. Driscoll is in command of the fine iron tug Alpha again. This is his fourth season on her. George Fogg, formerly of the tug J. C. Perrett, is engineer.

There is no improvement in grain freights; 2¼ cents on wheat and 2 cents on corn to Buffalo is the highest obtainable, and prices to other ports in proportion. Lumber freights are very dead, and decline rather than improve.

Captain Nels. Anderson is in command of the schooner Ford River this season.

The barge Kate Darley carried away her jib off Racine Friday morning in the gale.

The schooner Metropolis arrived Monday morning from Elk Rapids with pig iron, her first trip this season.

The schooner Westchester has been purchased by Captain N. N. Cromwell, who is sailing her this season.

A small steam-yacht was run down by the schooner Pilot near the mouth of the river Sunday morning, about 2 a. m. The schooner was being towed out by the tug Tom Brown. The steam-yacht had no side lights, and the tug only just escaped colliding with her. One man named Frederick Smitz was drowned; his body was found on Monday. Two others clung to the Pilot's bobstays and were rescued, and two more were saved by the crew from the Life Saving Station. The steam-yacht is at the bottom of the river. Efforts are being made to raise her.

Sam Attaway, one of the crew of the schooner Windsor, fell from the foremast head Friday afternoon when off Summer Island, Lake Michigan; as he fell his head struck the crosstree, and he went overboard. He was got on board, and every care was taken of him until the schooner arrived here Monday morning, when Captain David Williams made arrangements with the Marine Hospital authorities to attend to his wants. I am glad to say his injuries are not serious.

The fire in the lumber yards of the Chicago Lumber Company, Bigelow Brothers, and Adams Hastings & Co., on Friday last was a very disastrous affair. The Chicago Lumber Company lost about 18,000,000 feet of lumber valued at about $350,000, and damage to their docks about $10,000. Messrs. Bigelow Brothers lost about 5,000,000 feet of lumber valued at about $100,000. Adams, Hastings & Co., lost about 2,000,000 feet of lumber valued at about $40,000. G. W. Hinckley & Co.'s planing mill was also destroyed, estimated loss $26,000. The fire broke out soon after noon in the southern end of the Lumber Company's yards, but no cause can be assigned for it. Nearly all the fire engines in the city were called in requisition, and the firemen had a lively time and worked with all their energy to quell the enormous flames with which they had to fight. The tug Mosher, of the Dunham Towing and Wrecking Company, did splendid service at the fire with her large fire pump, whilst the engines of the fire department experienced considerable difficulty in pumping the dirty water. The Mosher with her fine pump and large boiler had no trouble, and but for her assistance, no doubt, the fire would have extended to much larger proportions. Mayor Harrison and Fire Marshall Sweenie were on board her for some time, and speak very highly in her praise, and will use all their efforts to have the city provided with fire boats, as it was proved to them that one fire tug was of more avail in a fire along the docks than a number of fire engines. It is to be hoped that the city authorities will not allow any more delay in a matter of such vital importance.

A red buoy was placed 50 feet from the east end of the government breakwater Monday morning by the tug R. Dunham, by order of the government authorities. This should have been done earlier this season, as about 150 feet of the breakwater is submerged, and the wonder is that some of the vessels coming in and going out of the harbor had not been upon it, as was the case with the tugs Union, Prindiville, and Bob Teed last week.

The tug R. Dunham left the harbor Tuesday morning to go and locate the wreck of the schooner Wells Burt, the buoy which was placed over her having been carried away by the ice. When the wreck is found a diver will go down and examine her, and if she is found in as good shape as when examined last year, the Dunham Towing and Wrecking Company will raise her.

Captain Alexander Elton is again in command of the passenger and freight propeller City of St. Joseph. Charles Morrison is mate, Joseph Martin engineer, A. D. Cook clerk, Charles Payne steward. She is now owned by H. W. Williams who was formerly of the Graham & Morton Transportation Company. She is running between this port and South Haven. She leaves Chicago Tuesdays and Thursdays at 9 p. m. and on Saturdays at 11 p. m., to give passengers the opportunity to visit places of amusement before leaving the city. She leaves South Haven Mondays, Wednesdays and Fridays, at 9 p. m. It will be remembered that she took fire last fall. Since then her engine room, offices, cabins, and saloon have been rebuilt, and her saloon and state rooms have been painted and re-embellished, and supplied with new carpets, furniture and upholstery, and she looks now better than ever.

The City of St. Joseph pulled the schooner Wanette, Captain Robert Jones, off the bar at South Haven last Monday, and having lashed her alongside, as she was waterlogged and without a rudder, she took her along to Saint Joseph, where she will be hauled out and repaired. The schooner went on the bar on the 7th when seeking shelter from the gale, and as she was drawing 9½ feet of water, and there were only 8½ feet on the bar, she had to be dug out before Captain Elton could pull her off.

Captain Oscar Greenhalgh, well known along the chain of lakes as a master and engineer, for a number of years, has been secured by the American Fire Torpedo Company of Chicago. This firm manufactures and handles a fire extinguisher of great merit and ability, and especially adapted for marine purposes. Captain Greenhalgh is under contract for one year, and his territory embraces the great chain of lakes, including tributary rivers, and the Mississippi river from its headwaters to the Gulf. The large acquaintance of Captain Greenhalgh on the lakes especially insure his success in his new field of labor. He has the best wishes of his many friends.

The officers and crew of the propeller Lehigh, which was lying at the Anchor line dock, deserve great praise for their prompt response to the call of fire last Friday afternoon. The wooden structure over the La Salle street tunnel, on the north side, upon which are extended a large number of telegraph wires, was discovered on fire. The Lehigh's hose was got out immediately and attached to her engine and a stream of water was soon playing upon the flames, and the fire got under. The burning structure was situated between the Anchor line store houses, and it was very fortunate the fire did not extend to them. WILLIAMS.

DULUTH.

Special to the Marine Record.

The propeller Peerless arrived here at 11 o'clock Monday night. She is the first vessel that succeeded in forcing a passage through Lake Superior, at least from any of the lower lakes. The Peerless evidently got through without much delay, as she has been less than a week on the passage, and from her success it may be concluded that navigation on Lake Superior is open for the season.

The Lake Superior News says Captain Prindiville has just made a contract for 100,000 bushels of wheat from Duluth to Buffalo at 3½ cents. This is the ruling rate. Dunn & Thompson have already contracted for some 800,000 bushels to Montreal and will send down a great deal more during the season. Although a new firm here they will do an immense grain business this season.

A new barge called the Gray Oak, with a capacity of 400,000 feet of lumber, is building at Bayfield.

The N. K. Fairbanks cleared Tuesday evening for Buffalo with wheat, the first wheat carrier of this season. The schooner Winslow follows. The propeller R. G. Stewart cleared for Port Arthur with merchandise. The new flash light at the end of the pier at the entrance to Duluth harbor is now working. It flashes a red and white light alternately.

FRANKFORT.

Special to the Marine Record.

The tug L. Q Rawson arrived Monday from Kenosha to engage in fishing. She is now receiving repairs, a larger cabin, etc.

The tug Jay has received a new hurricane deck, repainting, and is running as a ferry between North and South sides.

The propeller Lawrence arrived on her first trip May 5, and left for the Straits the same day.

Propeller Lou A. Cumming, from Grand Haven, enroute to Traverse Bay, stopped and wooded up, and proceeded on her voyage.

The steamer Thomas E. Friant, bound for Charlevoix, lay in port several days. On the 6th Captain Vanderhoef received a telegram, "Ice going fast; no trouble to get here now," and departed for that place, where the steamer will run this season as a passenger and excursion boat.

The first lower lake tow of the season passed, bound down, on the 7th.

BURMEISTER.

STURGEON BAY.

While the Favorite was coming in at 11 o'clock Friday night her stern barge, the Ellen Williams, ran into the north pier, parting her line, and staving her in two places. The tug Spalding went to her rescue, and aided her to patch up with canvas. The tow was delayed two hours.

An hour later the schooner Olga, in the attempt to sail in, ran her jibboom into the lantern of the pier light and completely demolished the upper work, broke her jibboom, and totally wrecked her fore rigging. She was delayed eight hours. A red lantern will be displayed until repairs are made.

The schooner Clara came in Friday with her center-board disabled during Friday night's gale on her way down.

CHEBOYGAN.

The tug International will raise the schooner Gerritt Smith now sunk in the river, and tow her below for repairs. The tug Kate Williams left here for Grand Marais to tow the propeller Morley to a place of safety. The propeller Erin is also now released.

MILWAUKEE.

Special to the Marine Record.

When the steambarge Cormorant was off Two Rivers Thursday night her after bulk head parted, letting about 600 bushels of her cargo into the crank pit. The grain was wet, and the barge returned here to have it removed.

It is rumored that the propellers comprising the Merchants' line will return to the Chicago, Milwaukee & Montreal route this season. They were withdrawn last year on account of the depressed trade.

The propeller Northerner, now running between this port and Grand Haven, will be in Ward's line, between Green Bay and Buffalo this season. She will leave the Grand Trunk service as soon as the ice will permit her to pass the Straits, and will probably take a cargo from Green Bay to Buffalo on the down trip.

The steambarge Cormorant loaded 46,000 bushels of the cargo of wheat of the barge Northwest.

The steambarges Susie Chipman and Hilton have been chartered to carry lumber from Manistee to this port at $1.37½ per M., and the schooner Rob Roy for wood, at $1.75 per cord, and posts at 3 and 4c. each, from Rawley's Bay to this port.

Several of the crew of the propeller Jay Gould, while she was in the ice from February 19th to March 4th, who were refused pay except for the time actually required for making the trip, received judgment for their full time before Court Commissioner Bloodgood on the 29th.

The schooner Maria Martin was chartered on the 30th for 35,000 bushels of wheat from this port to Kingston. She came from Chicago to load.

The steambarge Packer was chartered May 2d, for 55,000 bushels of wheat to Buffalo. She comes from Chicago to load.

Another inspection was held on the barge Northwest, on May 2d, after the grain had all been removed, to determine whether the damage was caused by any defect in the vessel. The inspection was conducted by Captain W. H. Rounds, of Chicago, and Dennis Sullivan and J. V. Tuttle, of this port. They bored into her and made a thorough examination, but there was nothing to indicate that there was any defect which could have caused the damage. This inspection does not solve the question of who shall stand the loss, which is no nearer settlement than before.

The schooner R. B. Hayes, grain laden, was towed out by the tug John Evenson, on the 3d. She is the first of the grain carriers to leave this port for Buffalo this season.

Notwithstanding the immense capacity Wolf & Davidson have for doing work, they are pushed to the utmost limit. The derrick is busily engaged in hoisting out and putting in spars. The dockages last week were the schooner Walhalla, recalking; schooner J. H. Stevens, some recalking; steambarge Minneapolis, new wheel and general overhauling; steambarge Susie Chipman, a larger wheel. The steambarge Progress got some new plank in her bottom and other repairs. The schooner Granger a new foremast, hatch combings, and recalking. They also had a large gang of calkers at work at the Rolling Mill dock on the steambarges Merrimac and Massachusetts, of the I. O. T. Company's line, beside carpenters and calkers scattered all over the creek in every direction. Q.

CLAYTON.

Special to the Marine Record.

The lake is dotted thickly with the white wings of the vessels, bound both ways.

The secretary of the chamber of commerce, stated that the amount of grain afloat at Milwaukee, May 1, is 1,004,050 bushels. The propeller Oneida loaded 20,000 bushels of wheat, which is bound eastward by way of Grand Haven and the West Shore. This is the first load of a large contract which will be conveyed east by this route.

There has been but little ice coming down this week. The worst snow storm of the season was on Tuesday last with a heavy northeast wind.

The steamer Jessie Bain has been launched and has made a trip down the river.

Jasper Ellis goes pilot of the steamer Vanhorne this season.

The steamer Rawson will run from Ogdensburg to Alexandria Bay and Wellesby House this season.

Captain D. Tiffaut left last week to go in his barge in the Whitney Line.

Captain Lewis Elliott and wife left last week to join his barge, Grace Whitney, in the Whitney Line.

Will Brower also left last week to go in the steamship Iron Duke.

Captain H. W. Bogart will not sail this season but will keep a hotel.

The steamer Magic is being fitted out and will go on the Cape Vincent route by the first of next week.

Captain Will O'Tool has gone to join his vessel, the Montgomery.

The schooner Jamaica has been fitted out.

Captain J. Howard Gould will command the steamers Anna Laurie, of Cape Vincent; Mulzer Allen engineer.

Mr. Stebbens of New York is in town fitting out his yacht Mable; he will take her to New York via Oswego & Erie canal and will make a trip to Cuba.

They are fitting out the schooner L. S Hammond.

The first raft of the season from Garden Island passed down last week.

The northwest wind has drove the ice up the lake and steamers are now running from Kingston to Cape Vincent.

The first arrival of the season was the steambarge Advance with a load of railroad ties. B.

GREEN BAY.

The schooner Franc Miner, built and owned by Andrew Johnson, was launched May 1. She is 66 feet keel, 74 feet over all, 17 feet beam, and 5 feet depth of hold. She is named in honor of Mrs. George D. Hall, who is a daughter of Captain George Miner, of Marnsville, N. Y., a well known lor

CHICAGO DRY DOCK NOTES.

CHICAGO DRY DOCK COMPANY.

The schooner yachts Idler and Argo, and the cutter yacht Una went out of dry dock Wednesday. The Idler had her main mast replaced at the derrick. The schooner Maumee Valley went into dock to get a leak stopped and her top sides calked. The schooner Thomas Howland received a new jibboom; schooner Red, White and Blue a new sprit sail yard; schooner Lotus a new cathead; schooner H. W. Sage a new timber head.

MILLER BROTHERS' DRYDOCK.

The tug Alpha was in dock and had her wheel fastened; the schooner Pilot for calking; tug Anthony is getting new frames and outside planking from the bilge up; the schooner yacht Countess is getting an overhauling, calking and painting, ready for summer service; the tug Satisfaction is getting some new stanchions and wearing pieces; the tug Wolf, some wearing pieces and calking; the barge Mautenee has received a new stern and repairs to her cabin; the schooner Belle Walbridge is getting a new jibboom and sprit sail yard; and the steambarge Maggie Marshall considerable repairs to her cabin, and some new stanchions and rail. The two latter vessels were in collision in the river last Wednesday evening.

YACHT AND BOAT BUILDING.

Paul Pouliot, yacht and boat builder, has been very busy. He supplied parties with five yawl boats last week, and twelve Whitehall row boats, from 13 to 16 feet long, were supplied to the South Park Commissioners; three Whitehall boats for Captain Buchanan, at 37th street, making twelve boats he has built for the Captain. He has built five yawl boats for sale, and has five others in frame; also two Whitehall boats ready for sale, and twenty in frame ready to complete.

At Pouliot & Goulette's canal boat yard and drydock, the canal boats China, Omaha, Chicago Belle, Lilly, Admiral, and Magnus have been in dock for general repairs and calking. WILLIAMS.

TUG OWNERS.

The annual meeting of tug owners interested in through towing was held in Hon. S. B. Grummond's office. Twenty-eight large tugs were represented. Detroit Correspondence from Chicago vessel owners asking for the establishment of lower towing rates was read and discussed. The tug owners decided that if vessel men choose to accept ruinous freight rates that was no reason why tug men should lose money towing the vessels. Tugs now tow vessels from Lake Michigan through to Lake Erie for the same price as from Port Huron. During a storm they handle the vessels carefully, where a steambarge would let go the tow line. They are responsible for damage to the vessel while towing her, and the rate charged is lower in proportion to the amount of work done than the harbor towing at any port on the lakes. Taking all these facts into consideration the card of 1884 was unanimously adopted, and no reduction will be made from the rates. Last year's officers were elected as follows:

President—E. G. Merrick.
Vice President—Hon. S. B. Grummond.
Secretary—S. A. Murphy.
Executive Committee—S. B. Grummond, Alva Bradley, Thomas Murphy, John Pridgeon, Jr., Henry Howard, J. Emery, Owen, John Demass, A. N. Moffat, A. Chesebrough, E. G. Merrick, S. A. Murphy, and James Millen.

The owners of the following tugs have signed the card: Balize, Brady, Bob Anderson, Champion, Crusader, Castle, Gladiator, L. L. Lyon, McClellan, William A. Moore, Kate Moffat, Frank Moffat, Mockingbird, John Martin, Niagara, John Owen, Oswego, M. Swain, Sweepstakes, A. J. Smith, Torrent, Wilcox, Winslow, Kate Williams, Charleton, International, Quayle, and Samson. A number of others who were unavoidably absent from the meeting will sign as soon as they have an opportunity.

The Canadian steamer City of Owen Sound went ashore last fall at Michipicoten river, Lake Superior, and has remained there all winter. The Western Assurance Company, of Toronto, where she was insured, sent to Detroit for tenders for the work of releasing her, and three wrecking companies put in bids. The bids of two of these companies were lower than any Canadian bids, but the Western Assurance Company did not see fit to accept them, and gave the work to Donnelly Bros., of Montreal. The American wreckers consider themselves very badly used in the matter, and think the company had no right to put them to the trouble of making up their figures, when there was evidently no intention to accept the bids. It is reported that the Donnelly Bros. intend to engage Trempe's tugs at Sault Ste. Marie to do the job and save themselves the trouble of bringing tugs up from the lower lakes. If they attempt to do this a vigorous kick will be made by American owners of Canadian tugs, and the tugs will either be seized or driven off. Collector G. Matherson of Sarnia, Ont., who was on board the tug International when she had her famous chase after the Winslow, says he has recently received a new circular from the Canadian Government instructing him to under no circumstances permit any American tugs to wreck in Canadian waters. The Canadian wrecking law will therefore be enforced with more vim than ever this season.

NAVAL SUPREMACY OF ENGLAND.

The New York Sun, in a recent article, discusses the probable effect of a war between England and Russia on the carrying trade of the United States. It points out that before the civil war in 1860 two-thirds of the foreign trade of the United States was carried on in American vessels. Last year five-sixths was carried in foreign vessels, leaving only one-sixth for American bottoms, or one fourth of the proportion before the war. It says:

"Roughly speaking, one-half of the world's tonnage engaged in carrying the world's commerce on the high seas sails under the flag of Great Britain.

The sea-going merchant fleets of all nationalities aggregate about 56,000 vessels, and about 23,000,000 tons. The tremendous preponderance of England in the carrying trade of the world and the order in which competing nations follow her long lead are shown in this table of approximate figures:

	Vessels.	Tons
Great Britain	22,500	11,200,000
United States	6 600	2,700,000
Norway	4,200	1,500,000
Germany	3 000	1,400,000
France	2,900	1.100,000
Italy	3 200	1,000,000
Russia	2 300	600,000

England's tonnage on the ocean highways is between four and five times our own. It is seven times that of Norway, eight times that of Germany, ten times that of France, eleven times that of Italy, and eighteen times that of Russia.

If the comparison is confined to steamships, which now carry so large and so important a part of the commerce of the world, the supremacy of Great Britain is exhibited in a still more striking way:

	Steam Vessels.	Tons.
All nations	7.764	9,232,000
Great Britain	4.649	5,919,000
France	458	667,000
United States	422	601,000
Germany	420	476,000
Spain	282	305,000
Italy	135	166,000
Holland	127	155,000
Russia	194	149,000

England's steam tonnage is almost ten times as great as that of her nearest rival, France. It is ten times our steam tonnage, and forty times Russia's. The British flag covers nearly two-thirds of all the ocean steamers afloat.

Nearly three quarters of England's carrying trade on the ocean is done in English ships. She has trebled the tonnage of her merchants' fleets since 1850. She has done this largely at the expense of American shipping.

These are the broad facts about the enormous advantage which Great Britain has gained over the United States in a rivalry wherein the two nations once contended on almost equal terms. Whatever other causes maritime philosophers may assign for the decrease of American shipping during the twenty years that they have witnessed such amazing progress in the development of our industries, the fact remains that the troubles of American shipbuilders and shipowners date from the period of the civil war. Our misfortune was England's opportunity. Will the situation be reversed in case of protracted hostilities between England and Russia? How much will British commerce suffer and American commerce gain if Russian cruisers carry the war wherever British merchant ships sail the sea? How much will the diversion of so much of the maritime energy of Great Britain from peace to war count for Great Britain's nearest rival in commerce? What measures of legislation are desirable to enable American shipbuilders and shipowners to take the full legitimate advantage of a turn in affairs favorable to their interests?

No wonder that the men who make and the men who own American ships, wooden and iron, are watching the progress of events on the Afghan frontier with lively interest.

MACINAC HARBOR.

The following report on the projected improvement of Mackinac harbor has been submitted by Col. Poe, engineer in charge of the district:

"If a harbor is to be constructed it should be located at Mackinac harbor or vicinity, rather than at Mackinac Island harbor, and my preference would be for the bay just west of old Mackinac point.

"That a harbor of refuge in this locality would be a great convenience there can be no doubt, but to be efficient, nearly or quite two miles of breakwater would be necessary, the cost of which would not be much, if any, less than $1,500,000. The effect of this would be to afford shipping a safe harbor without going out of the way from four to seven miles, and notwithstanding the convenience of such a harbor, I cannot bring myself to the conclusion that the object is sufficient to justify the expenditure of so large a sum. It must be borne in mind that it would be under somewhat extraordinary conditions that the harbor would be used.

"Ordinary storms do not greatly endanger shipping in the Straits of Mackinac. Appreciating fully the great magnitude of the commerce through the Straits of Mackinac, I come with reluctance to the conclusion that such a harbor is not worthy of improvement by the general government. For a harbor for local purposes the preferable location would be in the near vicinity of the railroad piers at Mackinac harbor. But this locality is naturally protected only from the north, west and south. To protect it from winds coming from the northeast and southeast, artificial protection would have to be supplied.

"To do this efficiently would involve the construction of nearly as great length of breakwater as in the case of a harbor of refuge; the cost would be very great, and it is my opinion that the inconvenience to local interests is not sufficiently great to justify the expenditure."

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 6, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 2, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,351		Sl.	Abbie Isabel,	7.59	7.55	Marion, Mass.
3.315		Sc. y.	Beatrice,	23.24	22.08	Newark, N. J.
126,286		Sc.	Carl W. Baxter,	74.26	70.55	Gloucester, Mass.
157,145		Sl. y.	Daphne,	22.99	21.85	New York, N. Y.
135,835		Sl.	Ella,	17.08	16.23	Portland, Me.
135.836		Sc.	Emma S.	50.70	47.16	Charleston, S. C.
135.737		Sl.	Estelle Gerbe,	6.63	6.30	Sayville, N. Y.
135 838		Sc.	Ellen,	12.66	12.03	San Francisco, Cal.
120.612		Sl.	Florence,	6 68	6.35	orfolk, Va.
100,379		Sl.	Industry,	34.56	32 84	Portland, Oregon.
76.570		Sl.	J. J. Womble,	11.71	11.13	Norfolk, Va.
76,572	K D B J	Sc.	John McManus,	111.79	106.18	Boston, Mass.
150,347		Sc.	Polynesia,	979 97	940.21	Buffalo, N. Y
116 043		Sc.	Spencer F. Baird,	7 91	7.53	Port Townsend, Mich.
116.045		Sl.	Silvie,	5.60	5.32	New York, N. Y.
			STEAM VESSELS.			
106,352	K D B H	St. s.	Arago,	827.54	620.06	San Francisco, Cal.
3 314	K D B G	St. s.	Bolivar,	234 43	119.22	New York, N Y.
157.144		St. s.	Della,	2.09	1.84	San Diego, Cal.
100.378		St. s.	Isaac E. Brown,	68 87	34 44	New Haven, Conn.
76,571		St. s.	John D. Dewar,	52.80	41.43	Ludington, Mich.
116.044		St. s.	Susie Chipman,	216.10	164 67	Milwaukee, Wis.
145,402		St. s.	T. S. Christie,	533.39	408.52	Detroit, Mich.
81,068		St. p.	Wyoming,	833.05	441.11	Wilmington, Del.
			UNRIGG'D VESSELS			
31.476		Flat	Belle,			Mobile, Ala,
34 145		Barge	Captain Albert,	97.23	97.23	New York, N. Y.
34.146		Barge	Captain Lange,	125 15	125.15	do do
39,656		C. bt.	Geo. Venn F. Ottawa,	108 36	102 55	Champlain, N. Y.
55 019		C. bt.	Quebec,	98.	93 10	Whitehall, N. Y.
56,560		Barge	Robert,	97 23	97.23	New York, N. Y.
59 418		Scow.	Tyler.	28 37	26.96	St Clair, Mich.

JARVIS PATTEN, Commissioner.

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